PUBLISHED DAILY.

BOMBAY GAZETTE.

SATURDAY, OCTOBER 2, 1841.

Vol. LIII. Price 13 Rupees Per Quarter:—52 Rupees Per Annum;—or, if paid in Advance, 48 Rupees Per Annum. New Series No. 82

PUBLIC NOTICE.

FROM and after the 1st July 1841, the BOMBAY GAZETTE will be published daily (Sundays excepted) without any additional charge to Subscribers.

Bombay, July 1, 1841.

TO ADVERTIZERS

IN future persons requiring ADVERTISEMENTS to be published in THIS JOURNAL will please to SEND them to this Office before 6 P. M. and endorsed with the number of times they are to be inserted.

CONTRACTS may be made by applying to the PRINTER.

Bombay, August, 1841.

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Indebted to the Proprietor of the Bombay Gazette and Bombay Sporting Magazine are requested to make an early payment of their arrears.

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Ready Money will be required and no Discount will be allowed.

Gazette Office, Augt. 30th 1841.

BOMBAY GAZETTE OVERLAND DISPATCH.

WHICH will contain a Precis of Indian Intelligence for the past Month.

The Public and Subscribers to the Gazette are informed that an Overland Monthly Summary, will be published at this Office for the present and every succeeding Mail.

The Outstation Subscribers to the *Bombay Gazette* are hereby informed that if they will favor the Editor with the names of the Parties in England to whom they wish their Overland Summary to be sent, they will be forwarded punctually through the Post Office here by each Steamer.

No Postage is levied by the Falmouth route and by Marseilles Two-pence.

To the Subscribers of the *Gazette*. included in the charge
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TO THE ARMY AND NAVY.

THE following Works are for Sale and to be had on application at this Office.

MARRYAT'S CODE OF SIGNALS, Sixth Edition, on the 1st, 2nd, and 3rd Parts, with the Supplement to the above, and also the Honorable Company's Steamers and Ships of War, corrected and enlarged with considerable alterations and additions... ....Rs. 2

Report of the Commissioners for Inquiring into the Naval and Military Promotion and Retirement..... .... Rs. 1

Proceedings of a General Court Martial held at Fort George on Captain D. G DUFF, 16th Regt. N. I... ....Rs. 2

NOTICE.

THE Public is hereby informed, that the BOMBAY GAZETTE PRESS has been removed from the late Premises No. 5, Forbes Street, and is now occupying the Premises in Apollo Street, Old Admiralty House, opposite the Bombay Chamber of Commerce and Exchange Rooms, where all communications to the Editor will be received.—Bombay, 5th April 1841.

TO CHINA, TOUCHING AT SINGAPORE.

TO CHINA TOUCHING AT SINGAPORE. The "ISABELLA," Captain HARDIE, 422 Tons, will sail on the 3rd October; and has excellent accommodations for passengers.

Apply to Messrs. FORBES and Co.

Bombay, 30th September 1841.

ADVERTISEMENT.

NOTICE is hereby given to all Concerned, that MATHEUS DE CRUZ has purchased from ISABELLA BARRETTO, a house belonging to her, situated in the Oart Gunwaddy, belonging to the aforesaid MATHEUS DE CRUZ—Any person or persons having any Claim thereto, are required to make the same known to the said purchaser within Fourteen days from this date, otherwise they shall be precluded thereon.

Bombay, 2d Oct 1841.

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By Order of the Board.

SAMUEL JACKSON, Secretary.

Published Monthly,
THE COLONIAL MAGAZINE
AND
Commercial Maritime Journal
OF THE
BRITISH EMPIRE
EDITED BY
R. MONTGOMERY MARTIN, ESQ.
AUTHOR OF THE "HISTORY OF THE BRITISH COLONIES," &c.

England possessed of Colonies in every part of the globe, has no Magazine, devoted to their peculiar and nationally momentous interests.

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Newgate-street. London; to whom communications for the Editor (post paid) are to be anddressed.

John Comming, Dublin. White and Co. and J. Johnstone, Edinburgh.

NOTICE is hereby given, that the Honorable the Governor in Council intend to despatch a Steamer to Kurrachee, on the second day after the arrival of the overland mail from England, in October next, and in each succeeding month, until further notice.

By order of the Honble the Governor in Council,

P. M. MELVILL, Lieut. Col. Secy. to Govt.

Bombay Castle, 31st August 1841.

THE SUBSCRIBERS to the GAZETTE are requested that whenever a change of residence or Station may take place, they will be pleased to give information of the same, in order, to prevent mistakes in forwarding their Newspaper.

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Every information will be afforded on application to the Resident Director, Edward Boyd, Esq., No, 8, Waterloo place. Proposals may be accepted on Wednesday at three o'clock, and any other days at half past two o'clock, when Frederick Hole Thomson, Esq., the Company's Surgeon, is in attendance to give despatch to the business.

PATRICK MACINTYRE, Secretary.

ROYAL NAVAL, MILITARY, EAST INDIA and GENERAL LIFE ASSURANCE SOCIETY, 13, Waterloo place, and 24, Finch lane, Cornhill, London,

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2. Premiums calculated for non-participation as well as participation of profits.
3. Persons assured, by paying a slight increase upon the ordinary rate (see Table V. of the Prospectus may themselves receive the amount assured before attaining that age, it will be paid to their representatives.
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WILLIAM DANIELL WATSON, Secretary

STEAM COMMUNICATION TO EUROPE VIA Egypt, Malta and the Ionian Islands, for Goods, Passengers and Parcels. The Peninsular and Oriental Steam Navigation Company's new Steam Ships will start from Southampton for Alexandria touching at Gibraltar and Malta, carrying Her Majesty's Mails and despatches under contract with the Lords Commissioners of the Admiralty, and thence forward the new line of Steam Vessels for the East India Mails belonging to this Company will leave England on the 1st of every month, arriving at Malta on the 10th, and at Alexandria on the 14th; leaving Alexandria about the 20th to the 25th of every month, and making the passage home in 14 days, including 24 hours stoppage at Malta and 6 hours at Gibraltar.

Each Vessel will carry a medical officer, and the time occupied in the passage home will be allowed in the quarantine.

Swift and commodious steam Vessels are about to be placed on the Nile for the conveyance of passengers between Atfee and Cairo, and by which they will be sure of reaching Suez as soon as the mails. A large and powerful Steam Ship will shortly be started to run between Calcutta, Madras, Ceylon and Suez, in connexion with the Steamer to Alexandria, particulars of which will be given in a future advertisement; and a branch Steamer for goods, passengers, and parcels will run Twice a month between Malta and the Ionian Islands. A liberal table, with wines and every necessary will be found and included in the fare. Female Stewards to attend on ladies. Private family Cabins, and a separate Sleeping Cabin for every passenger under ordinary circumstances.

Passengers for India, who may wish to visit the interesting scenery and localities of Spain and Portugal will have the privilege, without additional expense, of proceeding in any of the Company's weekly Peninsular Mail Steam packets, and may thus visit Vigo, Lisbon, and Cintra, Cadiz, Seville, Gibraltar, Algeciras, &c. joining the large Steamer for Malta and Alexandria at Gibraltar.

Full directions for Travellers by this new and improved conveyance are in preparation, and will shortly be printed.

N. B. The Cost of Transmission of parcels and small packages will be greatly reduced.

The following rates of fare include a table with wines, &c., found in a style of first rate respectability and liberality:

RATES OF FARE.

To and From	1st Cabin	2nd Cabin.
England and Alexandria.	£ 45 „	„—£ 30 „ „
England and Malta.....	„ 33 „	„—„ 22 10 „
England and Gibraltar..	„ 20 „	„—„ 14 „ „
Alexandria and Malta....	„ 12 „	„—„ 8 „ „
Malta and Gibraltar.....	„ 13 „	„—„ 8 10 „
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Applications to be made either at their office, No 2, Moorgate-street; or at their bankers, Messrs. Smith Payne, and Smiths.

By order of the Court.

WILLIAM MILLIKEN, Secretary.

Bombay, 30th August 1841,

Vessels Expected.

Names.	*Agents.*	*From*	*To Sail*
*Cambrian.....	Eglinton, Maclean & Co.	London.. ..	23d June.
*Tanjore.....	Foster & Co.....	do.	4th June
Malabar.....	Skinner & Co.....	do.	20th July.
*John McLellan ...	.....	do.	9th June
*Reliance.....	Remington & Co..	do.	22d June
Childe Harold...	Foster & Co.....	do.	23d July.
Bombay.....	Dirom Carter & Co.	do.	In July.
*Sarah.....	Grey & Co.....	do.	7th June.
*Tasso.....	Foster & Co....	do.	18th June.
Reaper.....	.....	do.	
Anonyma.....	.....	Shields...	In August
*Ceylon.....	.....	Liverpool ..	16th June.
Devonport.....	.....	do.	
*Higginson	Higginson & Cardwell ..	Liverpool ..	29th June.
Mertoun.....	Mc., Brownrigg & co....	do.	1st August
*Ulverstone	.....	do.	8th June.
William Pirrie..	.....	do.	
Helen Stewart...	Macvicar, Burn & co....	do.	14th July
Caledonia.....	Dirom Carter & Co.....	do.	In July.
Princess Charlotte..	W. Nicol & Co.....	bo.	
Queen Victoria....	Pollexfeu, Milne & co....	do.	
Montague.....	Skinner & co.....	do.	15th July
Clansman.....	W. & T. Edmond & co..	do.	23d July
Christiana.....	.....	do.	
Alex. Grant.....	.....	do.	
Woodman.....	.....	do.	3d July
Agnes Gilmore.....	.....	Clyde	10th Feb.
*Brilliant.....	Macvicar. Burn & co....	do.	26th June.
*Strabane.....	.....	do.	6th July.
*Thistle.....	.....	do.	10th July.
*Aqueda.....	.....	do.	19th July.
Mavis.....	.....	China.....	
Lydia.....	Grey & Co.....	Aden.....	
Kilblains.....	Eglington Maclean & Co.	Calcutta	

*Have sailed by the latest accounts.

INDIAN INTELLIGENCE.

North West Provinces.

A Scrap.

Our only scrap from the North West is the news of the arrival of the 16th N. I. at Kandahar on the morning of the 25th August, they were most cordially met by their old friends, and Major Clarkson and the Officers of the 42nd kept up the good old custom of welcoming their brethren by a party the same evening. All is very quiet in the neighbourhood, the second defeat having sickened "the rebels for a time at least, it is confidently reported that they lost 700 men. Another force was to go out on the 1st of September towards the Tureen valley, it is to be composed of the 42nd and 38th Regiments, with some 18 pounders and sixes, all under General Nott. Although always ready, for service, the more active the better, fears are entertained by the 16th and 42nd, of another year's residence in a country now beginning to be much disliked it is thought, at least, that the Politicals will keep such troops as they can near them. It is a ruinous business both as regards health and pocket to the Officers who have been dragged about for the last three years, nor can we at present perceive, how it is all to end; the Overland Mail has, however, brought private letters which intimate, that the Court of Directors find that they have paid very dear for their whistle, and that their determination is to get out of the scrape in the best manner they can with seeming honour, we see not how it is to be done, and yet it must, for it will never do to go on as we have done lately and with wars at home to occupy our attention. Sir William Macnaghten's appointment to the Governorship of Bombay, is said to have been decided upon as the first step in the reduction of the present extravagant establishment in Cabul. It is remoured that it was decided the appointment should be first offered to Sir Charles Metcalfe, but that the time which would elapse ere his answer could be received rendered the other decision imperative, this we do not think correct; Sir Charles would, we should think, consider his post at Jamaica, a much more eligible and honorable one than that of a second rate Governorship in India; and from what we hear, we do think that Sir W. Macnaghten's appointment has less to do with notions of ability than the exigencies of the times,—we cannot however see, how a retrograde movement of the forces is to be made, unless from the death of the present ruler when the restoration of the deposed monarch, strange as it appears, might perchance be thought of, especially if the Tories remain in the ascendant, he has had a bifter lesson read him, and the proofs of our prowess would serve to teach him to avoid the errors of which he was accused. This is wild speculation, yet what is to be done? we are going on from day to day perhaps making ourselves feared, but have gained no footing in the esteem of the people, nor was it to be expected we should: we drain India to support a policy which gives us no equivalent return; the resources of India, which might be so profitably turned to her own improvement, are sent beyond the frontier and India is at a stand still; let but a famine which, providentially, we have escaped this year, but supervene, and what we now speculate upon, will become a necessity.—*Delhi Gazette, Sept.* 22.

Captain Smith.

We are very glad to hear that Captain Smith of the 19th N. I. has been entirely exonerated from the charges of cowardice which were preferred against him in the late affair of the attack in the Mess Room; and it must be considered lucky for him, that Lieut. Mackeson brought the question forward. Before the charge indirectly appeared in the *Englishman*, we received letters, *unauthenticated*, and coming, as far as we could judge from the post marks, from other stations, directly accusing Captain Smith of the charge, but which we felt bound to suppress, not wishing to lower the character of an Officer, without the grounds were certain. One of our cotemporaries did comment upon the inaccusation, which he confessed, had reached him directly, and his remarks were not a bit too severe, had the fact, as then stated, been properly substantiated. As it was, the report went forth, and Captain Smith stood blackened to the world in a position which every one with the least spark of manliness, fears more than any thing else—as a coward—some friend of his, under the title of *Scrutator*, stepped forward in our columns to his defence, and the only communication we ever received from Captain Smith on the subject, was a request that we would not let it be supposed for a moment, that he had any thing to do with that letter, which, as it was authenticated and came from another station, he certainly had not, and requesting us, as a favor, not to publish any more communications entering upon his defence, as he should seek redress in another quarter. We forgot to make the denial he wished, but we feel pleasure in being able to state that the proceedings of the Court of Enquiry have fully exonerated Captain S. from the accusation. His character has been so expatiated upon in the public prints, that we shall not keep back the expression of the Commander in Chief's opinion on the subject; certain reasons connected with parts of the letter, would induce us to defer its publication, did we not think that as Captain Smith's character has been so publicly stigmatised as cowardly, that he deserves to have the fullest justice done him, as far as it is in the power of the Press, more especially so, as we hope so complete and public a justification will serve to heal an honour, which has been sorely wounded better than any legal measures which we have heard are to be adopted against those who, he considers, have traduced his character. The letter we allude to, is, as follows:—

No. 1,738.
ADJUTANT GENERAL'S OFFICE.
Head-Quarters, Calcutta, 3d Sept. 1841.
TO COL. J. DENNIS,
Comdg. the Sirhind Division.

Sir,—I have had the honor to submit to His Excellency the Commander in Chief, your letter of the 20th instant, No. 484, forwarding the Proceedings of a Court of Enquiry, held under your orders to investigate a charge preferred by Lieutenant and Adjutant Mackeson of the 19th Regiment N. I. against Captain Smith of the same Corps, and I have been directed in reply to convey to you His Excellency's sentiments on the case.

It appears that in consequence of certain idle rumours spread abroad by ill-judging, if not evil disposed individuals, prejudicial to the reputation of Captain Smith. That Officer addressed himself to the authorities at Kurnaul, and prayed that his conduct on the occasion of the assault recently committed by a discharged soldier in the Regimental Mess Room, might be investigated.

The subject seems to have received your earnest attention and the opinion recorded by you in Brigade Major Earle's letter No. 211, ought to have been as satisfactory to the whole of the Officers of the 19th Regiment, as it appears to have proved to Captain Smith himself.

Instead however of this being the case, Lieut. Mackeson an Officer of comparatively short service totally unconnected with the transaction and singularly ignorant of the details of the affair, takes upon himself to usurp the privilege of the Commanding Officer of the Regiment, the legitimate guardian of the honor of a Corps, and to frame a charge against his superior Officer, which it is scarcely within the bounds of possibility to suppose that he could for a moment have contemplated being able to prove.

In this stage of the business you apper very judiciously to have assembled a Court of Enquiry to investigate the matter. The proceedings seem to have been conducted with care and patience, and a perusal of the minutes of evidence recorded, has fully established in the opinion of the Commander in Chief, the groundlessness of the charge against Captain Smith.

Lieut. Mackeson is described in the correspondence which accompanied the papers, now acknowledged, to have been duly warned of the perilous position in which he placed himself, by becoming the public accuser of his superior Officer, and the usual course for the Commander in Chief to follow would be to order him before a Court Martial to answer for having falsely impugned the honor of Captain Smith.

His Excellency is however saved the necessity of directing this extreme measure and chiefly through the generosity displayed by the latter Officer, towards his accuser.

Captain Smith in his address to the Court makes use of the following observation with regard to what the accuser has said of the motives, that may be imputed to him for the part he has taken in the matter before you. "I beg to assure the Court that I acquit him of having been actuated by any but the most laudable ones."

This sentiment does much credit to Captain Smith and encourages the belief which His Excellency has been led to entertain, that Lieutenant Mackeson was induced to take the part he did in this transaction from no malicious or unworthy feelings.

His Excellency will therefore visit the offence of this Officer no further than by requiring you to express his disapprobation of his conduct, and to warn him in future to trust less to the infallibility of his own immature judgment, and more to the opinion of officers his senior, in years, and his superiors in rank and experience.

I have the honor, to be, Sir,
Your obedient servant,
(Signed) P. CRAIGIE, *Major.*
Acty. Adjt. Genl. of the Army.

Ibid.

Calcutta.

Shipping Arrival.

This-day's Semaphore announces the arrival of the *Braemar*, Gillam, from Bombay 30th August.—*Englishman Sept.* 18.

Death of Brigadier Williamson.

The death of Brigadier Williamson, which took place at Barrackpore on Friday last, promotes Major Graham of the 72d N. I., to a Lieutenant Colonel, and Captain Manson, Lieut. Tickell, and Ensign Farer of the same regiment, to the respective higher grades, Should the report of Colonel Presgrave's death prove to be well founded, then the above promotions will follow upon *that* casualty, and Major Home, Capt. (Brevet Major) Carter, Lieutenant (Brevet Capt.) Thomas and Ensign Lawrence, all of the 73d regiment.—*Ibid.*

Yesterday's Semaphore announced the arrival of the *LaBonite*, Baxter, from the Mauritius 18th August and the *Cyne*, (F.) Gillet, from Bourbon, 12th August.—*Ibid.*

Dr. Falconer.

We regret to hear that that clever naturalist and amiable man, Dr. Falconer, had been obliged to quit Seharunpore and proceed to Mussoorie.—*Englishman, Sept,* 16.

General Court, at Lahore.

Our letters from Loodhianah mention that some fears were entertained there, as to the nature of the reception in store for General Court, at Lahore, whither it appears, he returned, towards the end of last month, under *imperative orders* for his so doing, from Sher Singh. We need scarcely add an expression of desire, that these prophecies of evil may prove to be altogether groundless. The last *Loodhianah Ukhbar* gave a very different complexion to the affair.—*Hurkaru, Sept.* 16-

Departure of Dost Mahomed.

The ex-Ameer, DOST MAHOMED, and his family, left *Calcutta* yesterday, on board the *Kalligunga*, in tow of the *Bhaggarutty* accompanied by Captain Nicholson. Something of the romance, which played about the hero and the fugitive of Purwan Durrah delivering up his sword to the Envoy at Cabul, passed away amidst the common place realities of the Ditch, and familiarity with the person, obscured perhaps, the brightness of the colours, with which imagination had painted the Affghan Chief; albeit his deportment was grave and dignified, and his countenance dashed with a tinge of melancholy, that bespoke the consciousness of his fallen state. But let him not despair The policy which dethroned him, may be, like himself, subverted, and as the wheel of fortune turns, even in less time than his rival and our present *protege* rose, from the dust of Loodianah, he, or some of his sons may again rule in *Cabul*. Whatever may have been the Dost's feelings or opinions in regard to some of the minor points of his position here, it cannot be denied that he received every courtesy from the highest authorities, and that the chains which bound him to tha victor's car, were so wreathed with flowers, as to prevent their clanking; and we hope they were as unfelt, as they were unheard. But after all, what is this to the loss of a throne!—*Ibid.*

Sale of the Sylph.

We understand that the *Sylph* has been purchasep by Messrs, Lyall, Matheson and Co. for Rs. 55,000.—*Star, Sept.* 18.

Inspection of H. M. 50th.

His Excellency the Commander-in-Chief, inspected H. M. 50th Queen's Own Regiment in the Fort last night. The Regiment was drawn up in the avenue leading from St. Peter's Church, to the Chowringhee gate, and presented a remarkably fine appearance—particularly the flank companies, which fully bore out the encomium of Sir Edward Blakeney, when he reviewed the corps in Ireland, previous to its departure for foreign service.—*Ibid.*

Affray on board the Cowasjee Family.

Our readers may remember a late discussion in which we took part, relative to the affray on board the *Cowasjee Family*, in which Mr. Willins was shot by his commander Captain Dunbar. The subject had been nearly forgotten, when the *Hurkaru* published an explanatory letter from Captain D. which went to fix his officer with unprovoked mutiny and attempted murder, and a letter was appended from the accused party as corroborating the statement. In this letter Mr. Willins stated that he forgave Captain Dunbar, which we did not hold to be exactly the sort of corroboration to satisfy common sense people. We expressed our disbelief of the version given, not founding it more on this letter than on the extravagant improbabilities disclosed by the accuser: we, however, forbore from saying it was untrue, remarking that when we saw a clear confession of his guilt from Mr. Willins, we would admit the injustice done to Captain Dunbar by our suspicions, and call Mr. Willins a villain. Since we wrote last Mr. W. has returned to Calcutta, and in justice to ourselves we are bound to resume the subject. Instead of confirming Captain Dunbar's statement, Mr. Willins substantially denies the whole of it, except the injury he received, and which confined him to an hospital more than a hundred days. We are not now going to act the part of an advocate, any more than we have hitherto done: we commented on the one statement, we say what the answer is—that it is untrue—and as far as our judgment assists us Mr. Willins is corroborated by the following letters. The first is presumptive evidence in his favour, the *primâ facie* case being very strong that an attentive and indefatigable officer in 1839, was not a mutineer who strove to be a murderer in 1840. Here is a testimonial from his previous Captain.

To MR. WILLINS.

MY DEAR SIR,—Should this be of any service to you, I have much pleasure in stating that during the time you have been Chief Officer of the *Cowasjee Family* under my command, that your conduct was always attentive, and indefatigable in your duty.

You have my best wishes for your future prosperity, and at any time you can refer to me, if required.

I remain, Dear Sir, yours truly,
B. W. STAVERS,
Late Commander, Cowasjee Family.
Calcutta, 28th August 1839.

And here is one, somewhat more important, from his then (when the affair happened) and present employer:—

Calcutta, 28th December 1840.
MR. N. WILLINS.
Late Chief of the Cowasjee Family.

DEAR SIR,—I have received your letter of this date, and very much regret the circumstance which led to your removal from your late employ, and I have the confidence to assert that no blame is attached to you in the disturbance alluded to. and it will indeed afford me great pleasure to hear of your speedy employ I shall give you the preference.

Your's faithfully,
RUSTOMJEE COWASJEE,

And Rustomjee Cowasjee *did* put him in to his present situation, Chief Officer of the Clipper *Sylph*.

We think it right to say, that we have in our possession the highest testimonials to Mr. Willins's character from his various Captains during the last ten years. He may nevertheless have mutinied and attempted to commit murder on his Captain; only it is common charity to require evidence before we believe it.—Star, Sept. 16.

Brigade Major at Lucknow

The Brigade Majorship, at Lucknow, vacant by the death of Captain Hodges, of the 29th N, I., has been conferred by the Commander-in-Chief on Captain Hill, of the 70th N- I- The latter is, we understand a nephew of Lord Hill's.—*Hurkaru, Septemder* 17.

Reform the Post Office.

The evils which the Calcutta public sustain from the present mode of managing the dawk between Bombay and Calcutta may thus be enumerated.

First.—*Delay* in the receipt of letters and papers.

Second.—*Irregularity* in the receipt of ditto.

Third.—Uncertainty regarding the fate of packets dispatched to Bombay *on* and after the 'latest safe day.'

The *delay* occurs between the dispatch of the express from Bombay and the transmission of the bulk of the Mail—The *irregularity* consists in the receipt of letters of no moment earlier than letters of the greatest consequence; and the mischief, arising from the delay and irregularity combined, (besides the commercial annoyance of being anticipated in bargains and purchases, sales, &c.,) lies in the frequent impossibility of communicating with parties to the Eastward by vessels on the point of leaving when the Express arrives, or of answering letters by the return dawk. The third class of evils explains itself.

Remedies for all these vexations have often been suggested, and many have been tried, but save in a very slight acceleration of a part of the dawk, and the questionable and partial advantage of the Express. Calcutta has absolutely gained nothing during the past five or six years of agitation and palaver. We have heard from the functionaries in the Bombay territories that *their* share of the dawk travels at the rate of five or six miles an hour. We are told of the establishment of mail carts on a part of *our* side of the responsibility. We know that monies have been spent for the purpose of hastening the transit of mails by private hands; and we have reason to believe that Captain Kittoe's exertions in the road-making department have produced a saving of 20 miles in the distance between Sumbulpore and Midnapore. Yet with all this we still stand where we were in 1835! While every thing else has advanced around us, the highly important question of a quick communication with Bombay remains unsolved.

What is to be done? What is to be done, we ask, pending the establishment of a direct Steam Communication between Calcutta and Suez?

We have asked this question before—we have pointed out partial remedies, and we believe that almost every individual holding office under the Post Masters General between this and Bombay has more or less exerted himself, in his own peculiar share, to rectify the evils and irregularity. The failure that has ensued clearly establishes that there is something radically defective in the system, and there is but one way, to our apprehension, of discovering the seat of the disease. *Let the Post Master General be sent upon a visit of inspection to all the station houses along the line.* By the new constitution of the Post Master Generalship, he is required to visit, inspect, and report upon the whole of the dawk lines in his jurisdiction. He might be spared the trouble of going to those which occasion no public complaint in consideration of his giving his particular attention to the great *Euroge* line—so to speak. The proper season for such a trip is approaching—Mr. Harvey is known, and his name, we believe, respected in the provinces where the delays we complain of chiefly take. He would certainly meet with ready assistance from the people of the country, for there can be no doubt that they are the victims of much oppression and rascality, through the very system which we deprecating, Mr. Harvey might prepare himself with a string of questions, and the solution of these would facilitate the discovery of the foundation of all the mischief, and suggest the process of effective up-rooting. For example, he might ask,

How many runners there are at each stage?

Is their number encreased to bring on the Overland Mail?

What length of stages do they run?

How are they paid? Who sees them paid?

Who is the contractor from Raepore to Sumbulpore?

What Post Master is there at Sumbulpore?—Is there a contractor on the Bombay road?—And if so, ought he not to exert himself to bring about a better system?

What description of carriage or cart, if any, is in use along the line?—Can the carts be numerically encreased with advantage?—Are horse dawks in use—and to what extent?—If not, why not?

To what extent do the petty Rajahs and chieftains assist or obstruct the progress of the mails by their treatment of the people, or their conduct towards the Post Master?—If they require to be paid or conciliated, what sum will be necessary to that end?

How is the dispatch of box packets and wallets from Bombay regulated? It is possible to ascertain their contents and to arrange for the retardation of the least important packets, such as maps, &c.

We could go on lenghthening the line of queries, but the Post Master General's own sagacity will suggest the rest. We hastily throw out these crude ideas for his consideration, and the consideration of Government, and we can assure both parties, that any effective exertion that may be made will receive the pecuniary support and the hearty gratitude of the mnrchants of Calcutta and the community generally.

We will return to the subject when we have collected some information we are now in pursuit of Ibid.

A Yankee Paper.

We have for several weeks had upon our tables a number of American newspapers, lent to us by a friend, less for the purpose of imparting American news than with the view of showing us what strides Brother Jonathan is making in the newspaper line. Assuredly, if *size* be a test of power, our Translantic brethren are going a head at a tarnation rapid rate. They make the largest cheeses, the longest rifles, and the biggest steam boats;—they boast the most extensive of 'sarpints'—and here is a newspaper *(the Universal Yankee Nation)* which calls itself the LARGEST PAPER IN ALL CREATION! It is true, the *Brother Jonathan*, another paper, is nearly as large, and when it puts forth a double number, is almost twice as large, as its more pretending contemporary, but that does not prevent the *Yankee Nation* from adhering to its assertion—wherein we have an illustration of another superiority on the part of the American journalists—they tell the largest——s. To give our readers an idia of the size of the *Yankee Nation* we may mention that it is exactly twice as large as the *Englishman*; but as it only appears once a week, it gives in that space of time no more than half the quantity of matter we are enabled to put forth. The paper is of a thin texture but of a good white color, and the printing superior to that of any paper in India.

Taken as indices to the literary taste of the people of Boston, as evidence of the talent of their newspaper writers, and as accurate pictures of the state of society morals, trate—as fair records, in short, of the statistics of the United States generally,—we should not draw from these papers conclusions quite so favorable to the American character as we have been warranted in doing from personal intercourse with certain natives of the land of liberty where men are allowed to 'larrop their own niggers.' Crime, of every horrible variety—and, in the matter of blood shedding and torture, of a peculiar degree of refinement,—appears to us, from the showing of the American newspaper writers as rife, as in France or Ireland, and more abundant than we have reason to think it in England. Murder, Robbery, Incest, Cruelty, Martrimonial Infidelity. Falsehood, &c. &c. figure in the columns of all the papers, and from the minuteness of detail in which the Editors and Reporters indulge, we should say that they found it as much to their interest to pander to the taste of the multitude as the brethren of the craft in parts of the world laying smaller claims to rigid morality. Amongst the articles in the *Largest in the Creation* we find one descriptive of a case of embezzlement upon the part of a cashier of a Baltimore Bank, corresponding in so many particulars with the case of the late Accounta of the Calcutta Union Bank that we cannot forbe giving it insertion:—

'HAWKINS, THE GREAT DEFAULTER! OR, PIRACY IN HIGH LIFE.

The Philadelphia Standard gives some further particulars respecting James L. Hawkins, the defaulting Cashier of the Franklin Bank in Baltimore, which places him foremost of the numerous host who have for the last few years carried on their high handed schemes of villany. He is a defaulter far over a hundred thousand dollars, besides being indebted by regular loans for about twenty-thousand dollars. His *indeptedness*, of all kinds, is now stated at Sp. drs. 138,000, being nearly one fourth of the whole capital of the bank. The case of Hawkins, is an extraordinary one, though unfortunately not without parallells, furnished in the last few years, and some of its results are of a most melancholy character. He resigned his office in the bank some time last summer, before it was known to any save the directorship, that he was largely indebted to the institution, after having been its cashier for twenty years, during all of which time he was believed by the world to be a man of incorruptible, integrety and possessed of all the virtues that endear one to his fellows.

When he first entered the institution he was poor, but his salary increased gradually till it reached twenty-five hundred dollars, and a dwelling; yet it was certain that his expensive style of living could leave little to be laid up from this source. He first received some ten thousand dollars from his wife's estate, and in this he was understood to have invested so fortunately, that the ten thousand grew to twenty, then to thirty, and forty and fifty; and going on in equally fortunate investments and speculations, it grew to one hundred thousand. Then he drew a prize of twenty-thousand dolars in a lottery, and fortune smiled on him, every thing prospered with him, and he became a wealthy man. But he was prospering by fraud all the while, Like Dabney and Levis, he had ventured once to appropriate to his own use a small amount of the property of the bank; and, the Rubicon passed, compunctious visitings were like those of the angels.—*He paused not until, by chance, during his absence, for a brief time last spring his long concealed frauds were discovered, and then, surrendering privately his property to the bank, he precipitately left Baltimore.*

His wife, on learning that he had become involved in pecuniary difficulties sent for one of the directors and handed him a release of dowry in the real estate. She had then no thought that crime could be laid to his charge, and it was only two weeks ago that the fact was made known to her. She was a devoted and affectionate wife, noble hearted and high spirited—one who could have met poverty with a smile, but, as she said, could not survive dishonor. She sank quickly under the accumulation of mental suffering, and on the evening of the 16th died of a broken heart. She told those around her that she was dying, and besought them to send for her husband. He came from his concealment in time to receive the last look of the partner of his young years and the solace of his old age—the victim of his crimes whose partiing words were yet of forgiveness and affection. How many such scenes there have been in the last few years, before which the curtain has not been raised to admit the gaze of the world.

It is not a little extraordinary that any monied institution, conducted on correct business principles, could suffer such an abstraction of its funds without feeling a 'pressure' in its chest. The truth we supposse to be that a great portion of the monied institutions of the country are in the habit of trusting too much to the *honesty* of those who have the handling of their funds. The great defaulcations which have crowded upon each other in such quick and almost

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breathless succession, will have the effect to make those institutions more careful of their trust, though some of them have purchased the experience too dearly.'

We intended to pursue the analysis of the American files, but our printer tells us that he cannot spare any more type to-day.—*Ibid.*

Madras.

Shipping Intelligence.

The following are the arrivals and departures since our last issue.

ARRIVALS—17, Barque *Eliza Ann*, Captain John Poulson, from Penang 6th August and Pondicherry 16th September.

Passengers.—Mrs. Poulson and Child, Miss Ross.

18. Ship *Eucles*, Captain Robert Paul, from the Downs 10th June.

19, Barque *Swallow*, Captain R. Macallester, from the Mauritius 25th August and Pondicherry 18th September—Passenger, Mr. W. Black, Mariner.

20. Barque *Sarah*, Captain W. F. Walker, from Vizagapatam 4th September.

Passengers—Captain Campbell Lieut. Robertson.

DEPARTURES—18, Barque *Slains Castle*, Captain James Petrie, to Singapore and China.

19, Brig *Catherine*, Captain Charles Freedom, to the Northern Ports.

Passengers—Captain and Mrs Perreau, Ensign Taylor, and ——Anstruther, Esq.

19, Barque *Victoria*, Captain H. M. Porter, to Moulmain.

Passengers—Captain and Mrs Gordon, 31st Light Infantry, Captain McClellan, Ensigns Mackenzie and Crowther, Assistant Surgeon Gordon, Medical Department 33d Native Infantry, Ensign Alven, 44th Native Infantry, Store Serjeant Davidson, wife and children, Apothecary Liepenstein, 47 rank and file, dismounted Horse Artillery, 108 rank and file, 6 women, 6 children, H. M. 63d Regiment, 2 Gunners, 1 woman, and 2 children 3d Battalion Artillery.

19, Barque *Lord William Bentinck*, Captain James Crow, to Masulipatam and Calcutta.

Passengers for Masulipatam—3 warrant Officers, 4 Lascars, and 1 Native Merchant;—for Calcutta, W. Dobson, Esquire, Gregory McKertich Deacon and Master McKertich.

The Ship *Seringapatam*, Captain W. F. Hopkins, came into the Roads this morning, after a fine passage of eighty-four days, having left Portsmouth 27th and the Lizard 30th June.

Passengers.—Captain and Mrs. Gill; Captain and Mrs. Warlis; Rev. Mr. and Mrs. Hawes; Mr. and Mrs. Le Mesurer. Mr. and Mrs Harris; Mrs. Gordon; Mrs. Harris; Mrs; Minchin and family; Mrs. Orr; Mrs. Hodgson and family; Mrs. Punford; Miss Pritchard; Major Chisholm; Messrs. M'Lean, Dunlop, Smith, Anderson, and Seymour.—*Spectator, Sept.* 22.

Ootacamund Club.

A communication from Captain DOUGLAS in another column, announces the purchase on very favourable terms of Mr. MORRIS's splendid mansion on the Neilgherries, for the use of the Ootacamund Club. This building having been erected by the late Sir WILLIAM RUMBOLD a few years ago at the immense expense of Rs. 120,000, will afford first rate accommodations to the Members of the Club, on a scale fully proportioned to the wants of the Establishment.—*Ibid.*

A Second Enterprize.

Notwithstanding her late unsuccessful attempt, the *Enterprize* steamer is again to start for Bombay, probably about Sunday or Monday next. The difficult charge of taking her round to that port against the expiring, yet adverse and troublesome Monsoon, is likely we hear to fall upon our worthy Master Attendant Captain BIDEN, who will, we trust, meet with perfect success in this arduous undertaking. It is hoped that the *Enterprize* may reach Bombay about the middle of October, and from the amount of treasure she will convey, it is important of course there should be as little delay as possible in its transmission—*Ibid*

No Enterprize at all.

We have been informed that Captain West, of the steamer *Enterprize*, having fallen sick, has requested to be relieved from the command of that vessel, and that it is probable our worthy Master Attendant Captain Biden will proceed with her to Bombay, at least that he will make the attempt to do so. Should the endeavour, like the former one, prove unsuccessful, it is thought likely that the treasure and arms which were shipped at this port on board the *Enterprize* will be despatched to the sister presidency by a sailing vessel.—*Herald, Sept.* 22.

Lieut. Godfrey.

Lieutenant R. W. Godfrey, of the 18th N. I. has been permitted to resign the service. Ensign H. Bott, of the same corps, is promoted by this casualty to the superior grade.—*Ibid.*

Military Items.

The Officer appointed by Sir HUGH GOUGH to be Commissary of Ordnance with the troops in China is Lieutenant J. L. BARROW of the Madras Artillery.—*Athenæum, Sept.* 21.

We understand that Lieutenant R. W. GODFREY of the 18th Regiment N. I. has applied to retire from the Service.—*Ibid.*

Civil Changes.

The Civil appointments which we announced as forthcoming on Friday last, had all been determined on, we are told, and the minute thereof prepared, but the whole was overturned by the determined opposition on the score of justice, offered by some members of Government. Mr. Boileau is, we learn, about to proceed to Europe on Sick Certificate, and will be succeeded in the Northern Provincial Court by Mr. Horseley, at present Judge of Madura, to whose situation will be nominated Mr. Bruere and Mr. Williamson will succeed the latter Gentleman in the Sea Custom House. It is expected that Ragavah Charyar Esq. will officiate as a Magistrate during the absence of Mr. Dalrymple. Mr. Taynton fill the place of the former and Mr. Lafond act as Clerk of the Peace, at least such are the rumours of the day. A late order by the Chief Magistrate regarding the sale of Arrack at the Presidency has caused great commotion amongst the dealers in that potable, who have in consequence closed their shops, much to the inconvenience of the thirsty souls given to frequenting them, and pretty considerably to the loss of the state, the revenue deficiency caused thereby amounting, we ar told, to 2000 Rupees per diem.—*U. S. Gaz Sept.* 21.

Ceylon.

COLOMBO 9th—Arrived Brig, *Hemido*, E., Davict from Panecail, 8th instant—Cargo Sundries Passengers W. Kertsman, Esq. (per Overland Mail) and 100 Natives, 9th Brig *Fatial Jebad*, M. Athony from Adrampatam—24th August—Cargo Rice and Sundries—9th Brig *Mohiden Box*, F. Perrera, Negapatam—13th August Pamben, 31st August—Cargo Rice and Sundries,

Sailed 8th—Brig Gem, Captain R. Bobb. for Point Pedro—in Ballast.

In the Roadstead—Symmetry. Snator and Anna Reila.—Herald, September 10.

Claims to Promotion

The following Minute was recently issued to the servants of Government.

MINUTE.

By the Governor.

The Governor thinks it right to transmit for the information in this Colony, Extracts of a Despatch from the Secretary of the Colonies, expressive of His Lordship's opinion relative to claims to promotion founded upon seniority.

"I have to acquaint you that I must decline to "interfere in any manner with the discretion of the "local Government in this case.

"Mr.. ——— would seem to suppose] that advance "ment according to some fixed rule of seniority "is a claim of positive right, the disregard of which "affords sufficient ground of remonstrance to the "Government in this Country.

"It would be impossible to conduct the Civil Service of Ceylon upon this principle, and I make it "a rule to leave to you the duty of balancing "against each other the claims of the various Public "Servants to particular employments, feeling convinced "that this discretionary authority will be exercised "in the spirit of impartial justice."

By His Excellency's Command,

P. ANSTRUTHER.
Col. *Secretary*

Colonial Secretary's Office,
Colombo, 7th September 1841.—*Observer, Sept.*13.

Proclamation.

TERRITORIAL DEPARTMENT.
REVENUE—OPIUM.

1st. Notice is hereby given, that Passes for the free transit of Malwa Opium to Bombay, for importation by Sea, will be granted on application to the Opium Agent at Bombay, or to the Resident and Opium Agent in Malwa, on payment of Bombay Rupees one hundred and twenty-five (125) per chest of 140 lbs. weight.

2nd. For the convenience of importers, Passes will be granted for Maunds, instead of Chests, should it be desired; but in no case will a Pass be given for less than 30 Maunds, or ten Chests.

3rd. Passes obtained at Bombay, will not be given open to the persons taking them out, but enclosed in a sealed letter of advice to the Opium Agent in Malwa, who will countersign each Pass before the Opium is dispatched; persons taking out Passes for Malwa Opium, that may have left that Province, will be required to satisfy the local authorities, in whose District the Drug may first arrive, that it is the actual produce of Malwa, and in the event of its proving otherwise, the same will be confiscated, and the Pass Money forfeited.

4th. No Duties will be exacted on account of the Honorable Company's Government, on Opium protected by Passes: it will however, be liable, should occasion require, to examination at the different Nakas and Chowkies, when in transitu, and also on its arrival at Bombay, with the view of ascertaining that the quantity corresponds with that specified in the Pass, but there will be no detention or obstruction by the Officers of Government, beyond what may be necessary for the deligent prevention of any Opium being conveyed into the Territories subordinate to this Presidency.

5th. The Owners of the Opium will have to make their own arrangements for its transport. The despatches will be accompanied by one or more Chuprasees or Peons, as the Resident and the Opium Agent in Malwa shall consider adviseable, but the providing of Escorts for the protection of the Drug will rest with the Owners, and Government will not be answerable for any casualties that may befal the same.

6th. It is left to the option of persons taking out Passes, to pay at the rate of Bombay Rupees seventeen (17) per Chest, in commutation of Customs and duties that may be due to the Native States through whose Territories the Opium is conveyed, or to pay those Duties themselves. Opium, for which this commutation money may have been paid, shall be allowed to pass equally free from Customs and Duties, whether examined at, and despatched from Indore, or Rutlam, or other Marts in Malwa.

7th. Persons residing at Ahmedabad, Baroda, Surat, or other places, desirous of exporting Malwa Opium, under a Pass, will de furnished with the same on application to the British authorities resident at such places.

8th. The Hon'ble the Governor in Council guarantees that the price to be paid for the Passes and in commutation of the Duties to Native States, shall continue as now fixed, to the 1st of October 1842, but the guarantee here given will not debar the Government from continuing to grant Passes after the expiration of this period, should it think fit to do so, without a further Proclamation.

9th. For the convenience of individuals, deposits of Company's Paper will be received on account of sums payable for the Passes and Duties specified in Articles 1st and 6th interest being payable to Government on the same, until redeemed, at the rate of 5 per cent per annum, and the deposit should be redeemed on or before the arrival of the Drug at Bombay, from which period the charge on account of interest will be doubled.

10th. Hoondies may be received by the Opium Agent in Malwa, for Passes taken out there payable to the Opium Agent in Bombay, within six days after sight; if not redeemed within that period, a deposit of Company's Paper, or substantial Security must be given by the parties concerned, interest being charged at the rate of 5 per cent until the arrival of the Opium which will be detained until payment be made. If Security be not forthwith produced, the Hoondies will be returned as dishonored, and the Opium seized on its arrival.

11th. The Holders of Passes are to take the Opium to Indore, Rutlam, or any other place in Malwa, thet may suit the wishes and convenience of both parties, to be weighed by persons who will be appointed by the Opium Agent in Malwa to perform that duty.

12th. Fifteen days notice must be given to the Opium Agent in Malwa, or his Assistant by all persons about to make exportations under Licences previously to the production of the Opium at the place of weighment, in order that he may be better prepared to receive, weigh and dispatch it.

13th. Only one dispatch will be allowed under a Pass or License, which dispatch, may or may not, at the option of the holder of the Pass, be to the full quantity mentioned in it, but if a smaller quantity be exported, no drawback or refund from the sum paid for the Pass, will be allowed, on account of such deficiency, excepting in the case of Parties taking Passes at Bombay, who will be allowed a refund on account of such deficiency, on a report thereof being made to this Government by the Opium Agent in Malwa, but in the event of the actual dispatch containing a greater quantity of Opium than that for, which the Pass was taken out, such excess shall be paid for at the rates specified in the 1st article of this Proclamation, and shall by way of security for payment, be liable to detention by the Collector of Customs at Cambay until paid for,

14th. In weighing the Opium, an allowance of three lbs. will be allowed for each Chest of 140 lbs. on account of leafage and dustoge.

15th. With the exception contained in article 8th, the Hon'ble the Governor in Council reserves to himself the right to adopt, from time to time, such measures as he may conceive to be necessary, to prevent the illicit trade in Opium, and to secure the object of Government in sanctioning the present arrangement.

Published by order of the Hon'ble the Governor in Council,

D. BLANE,
Actg. Secy. to Govt.

Bombay Castle, 25th September 1841.

Meteorological Report.

SHOLAPOOR.—A greater or less quantity of rain fell in nearly every part of this Collectorate during the week ending the 8th instant, and the surviving Kurreef cultivation in all the districts was said to be doing well; the sowing of the Rubbee also was in progress.

POONAH.—The last accounts from this Zillah are brought up to the 17th instant, and mentioned that the state of the weather during the week preceding that date was far from favorable, little or no rain having fallen, to the detriment of cultivation in all the Purgunnahs excepting a few Villages in the Poorundhur District where some good falls were experienced: no accounts had been received at the Hoozoor from the Indapoor Purgunnah for the week reported on.

CANDEISH.—Little rain fell in this Province during the week ending the 11th instant, and in most places the intermission was attended with benefit, although the bad effects of the pervious excessive rain were apparent in the weak state of the cultivation: it is added that in Baylan there had been for some time less rain than elsewhere and that the Rubbee cultivation generally would be all the better for a few light showers.

TANNAH.—The report from this portion of the Konkun for the week ending the 17th instant, mentions that there were complaints from all the districts of a want of rain which was beginning to be severely felt; and that if a seasonable fall were not soon experienced, the expectations of a plentiful harvest would be considerably disappointed.

RUTNAGHERIE.—In this other portion of the Konkun there was sufficiency of rain during the week ending the 13th of present month in the districts situated along the Ghats, and the cultivation was healthy; but in those along the Sea-Coast, the fall scanty, and the cultivation had suffered injury, the exotic Sugar Cane at Merria continued to suffer from blight and the ravages of Jackals; but the indeginous plants was doing well, and the prices of grain remained moderate.

SURAT.—No rain worthy of notice fell in the principal division of this Zillah between the 8th and 16th of this mouth, but with the exception of the rice which required more moisture, every description of cultivation was doing well and wanted no more rain.

BROACH.—The accounts from the Subdivision of Broach for the same period were much of the same description, every kind of cultivation was looking well, and it was only the rice which required another shower or so.

KAIRA.—The report, from this Collectorate states that no rain fell any where from the 9th to the 16th of the month, but that cultivation which had extended to 7,77,795 Beegas still continued healthy; it added that a very little more rain was wanted to bring forward the cultivation which was last sown.

AHMEDABAD.—There was a cessation of rain in this Zillah for the 10 days preceding the 15th instant, during which period every kind of cultivation made great progress; in in some places the Bajree and Joaree were said to have suffered from too much wet, but the loss would be fully made up to the Ryots by the general productions of their fields: it was hoped that there would be a further fall of rain towards the end of the month, when it would be required for the rice and Rubbee cultivation.

Military Arrivals and Departures.

ARRIVALS.

Cornet Barnewall—Guzt, I. Horse from Poona, 19th September 1841.

Lieut. Col. J. G. Griffiths,—Arty. from do. 28th Sept.

Ensign P. W. Miller—H. M. 40th Regt. from England, 29th Sept.

Assist. Surgeon E. G. Impey—Ind Navy from Cananore, 29th Sept.

Lieut. H, Hayman—15th Regt. N. I. from Poona, 30th Sept.

DEPARTURES.

Ensign Anderson—18th Regt. to Vingorla, 29th September 1841.

Surgeon C. Ducat—late Civil, Poona to England, 1st October.

Lieut. R. P. Hogg—2nd Grs. to Poona, 30th Sept.

DATES OF THE LATEST INTELLIGENCE.

ADEN	Aug. 29	CHINA	Aug. 24
AGRA	Sept. 23	DELHI	Sept. 23
ALEXANDRIA	Aug. 19	FRANCE	Aug. 15
AUSTRALIA.		HERAT	,, 11
Adelaide	June 18	LAHORE	Aug. 30
Sydney	July 17	LONDON	Aug. 4
Port Phillip	June 21	MADRAS	Sept. 22
BURMAH.		MANILLA	May 11
Moulmein	Aug. 18	MAURITIUS	Aug. 5
Rangoon	Aug, 7	NEPAUL	Sept. 2
CABOOL	Sept 9	PENANG	July 15
CAIRO	Aug. 20	PERSIAN GULPH	,, 10
CALCUTTA	Sept. 18	QUETTA	Sept. 8
CANDAHAR	,, 6	SCINDE	,, 11
CEYLON	Sept. 13	SINGAPORE	Sept. 5

"Measures, not Men."

THE GAZETTE.

Saturday, October 2, 1841.

WE have received Calcutta papers to the 18th and Madras to the 22nd instant. Ceylon to the 13th inst. Delhi to the 23rd and the *Agra Ukhbar* to the 23rd inst.

SUCH has been the press of matter for the OVERLAND DISPATCH, amounting to four Royal Sheets of closely printed matter, we had to increase our *Summary* on account of the extent of China intelligence and being somewhat unprepared for so large a budget our regular issue has in consequence suffered an interruption: measures however have been taken to prevent a recurrence of this in future.

THE following is a list of Passengers that left this yesterday by the Steamer *Cleopatra*, for Suez.

Sir Gordon Bremer and Captain Elliott, ex-plenipotentiaries; Lieut. Col. and Mrs. James, Madras Army; Mrs. Elliott and Child; General Ventura; Mademoiselle Ventura; Captain Lowe, 4th Light Dragoons; Captain and Mrs. Hartley; Rev. E. Mainwaring; Mons. J. B. Tassin of Calcutta; William Nash, Esq.; C. Ducat, Esq.; George Skelton, Esq.; Captain Warren, R. N.;—Anderson, Esq.

Mrs. Kerr; W. Morgan Esq. Secretary to Sir Gordon Bremer; Captain Cotton H. M. 94th Regt.: D. Jardine Esq. Lieut. Bowler R. N. Captain Harrison and Lieutenant Drysdale, H. M's. 4th Light Dragoons; Lieut. North H. M's. 4th Regt.

THE Post Office authorities begin to feel that they must respond to the public demand "Reform the Post Office": we had well right concluded that their iron nerves were past sensibility, but it seems we are so far mistaken: they can something if they like, and will do something when they please. Thanks to their Graces of the Post Office something is about to be done, and what surprizes us most is the Post Master General stating in his notice that he has *long* been desirous of introducing Boxes in the windows of the Office with slits for the receipt of letters unpaid, or when the Office doors are closed. This is a sign of improvement and we think our Post Master General right in trying the scheme, notwithstanding his fears that Peons, Mussalchees and others of the unliterary world, unable to read, may err in mistaking the "paid" for the "unpaid" letter. We here publish the notice of the Post Master General for general information that our readers at least may have no ground of complaint if their servants put letters intended to be prepaid with the "Not paid" Box.

NOTICE.

"It has long been the desire of the Post Master General to fix Boxes in the Post Office Windows for the receipt of Letters, which do not require prepayment. But, as the prepayment, to some places, is not optional, and, as that portion of the Public, which can read, are ignorant of the Rules, and yet, often despatch their letters, to the Post Office, by the hands of Peons, Mussalchees, Ghorawallas and others who cannot read any intimation placed over the Box, for the guidance of Posters, he (the Post Master General) has hitherto been deterred from trying the aforesaid experiment. Nevertheless as many persons have made it a cause of complaint, against the Post Office, that no such Boxes have been established, the Post Master General has determined to establish them, from the 1st proximo, with notices, placed over them, of the Stations to which prepayment is required. If after this publication, the Public will persist in sending, to the Post Office, letters which require prepayment, by the hands of persons who will make no inquiry, but, at once, put such letters into the "Not Paid" Letter Box. and consequently cause their detention, the Public can blame no one but, themselves. The Post Master General here subjoins a List of the places to which letters must be prepaid.

All letters going by sailing Ships or Steamers (excepting the Steamers which convey the Overland Mail via Suez, to the United Kingdom.) All letters going Overland to Ceylon, so far as Cape Calemere (excepting letters from Europe.) All letters to any Inland Stations which are, ultimately, to be transmitted, by Ship, to their destinations."

J. A. SHAW,
Post Master General.

Bombay Genl. Post Office, 25th Sept. 1841.

ANOTHER sign of improvement is the *ultimatum* of a notice in the *Government Gazette* for contractors to come forward and plan and estimate the quantity of labour and materials for constructing a new Post Office on the site of part of "Kitson's Screws" and the late Police Office, a very promising locality for the purpose. We hope the Plan for building the new Post Office will be well considered before commencing the erection, and for Heaven's sake in this public and desirable work let there be no jobbing.

We extract the following from our Overland Summary of yesterday.

SINCE the first of September, the date of our last intelligence received for the Overland Dispatch to England, we have news to communicate from various sources, though the chief amount of intelligence is from China, as will be seen from the space devoted to the Chinese question.

In looking round at the state of India, and the whole extent of dominions east of the Mediterranean, we cannot conclude that, every thing wears an auspicious aspect; on the contrary, our political horizon is dark and gloomy, and in more parts than one wears a threatening aspect. The attention of the Government of India is not merely directed to the movements and policy of the nations bordering upon Hindoostan, whose operations are far from wearing a continued friendly and peaceable appearance; but even in the Native Durbars of Princes and States in allegiance to the Company there is manifest a spirit of provoked complaint and discontent. The fact is, the Princes of India have found out at too late a period that Supremacy in India is the paramount object of the Company, whose professed friendship for maintaining the integrity of the several states has been belied by subsequent acts of unnecessary interference and cruel oppression. His Highness the Nizam begins to find the yoke too galling: the movements and cogitations of his Durbar do not appear to promise fair for another Seven years continuance of the Gadee at Hyderabad. We write from authentic information received through an exclusive channel, and refer our readers to the columns of the GAZETTE and Overland Summary.

In Cabool and Kohistan our troops have had several brushes with the chiefs who will not acknowledge our authority, or that of our Ally Shah Shoojah Ool Moolk. Our alliance with the King of Cabool is in the present state of our Exchequer, a lamentable and ruinously expensive proof of the bad policy displayed by the Executive government of India.

In Scinde matters we cannot be said to have bettered our condition, or do we deserve it for interfering with what at the time did not immediately concern us. Nusseer Khan after his surrender became and still continues the guest of Colonel Stacey.

The Seiks and Nepaulese, are at variance and pursuing schemes of plunder and death. They have not yet made inroads upon our territories sufficient to call for our interference.

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By the arrival of the *Atalanta* from Macao we are in possession of intelligence from China to the 24th of August. In our columns will be found, copious remarks upon the state and prospects of our relations with that Country. Sir Gordon Bremer and Captain Elliot the ex-joint plenipotentiaries arrived at Bombay in the *Atalanta*, and proceed to Europe in the Steamer which leaves for Suez to-day.

Sir Henry Pottinger and Admiral Parker arrived at China safe and in good Health. Sir Henry published a notification, declaring that the truce and terms agreed to by Captain, on the 27th May would still continue, unless broken by the Chinese, which circumstance, if it took place would be visited with immediate and severe measures. The Admiral joined the Naval force at Hong Kong, and immediately sailed for the northward, for what purpose had not transpired, but it may probably have been merely to ascertain the effect of a cruise upon the health of the crews of the different vessels, many men of the various Ships crews being in a most debilitated state for want of a change of air and proper exercise,

It will be seen from our columns that two severe Typhoons have caused great devastation among the Shipping in the Chinese Seas. Captain Elliot, and Sir Gordon Bremer were wrecked and fell into the hands of some Chinese, who, had they known the name and rank of their booty would not have accepted the salvage redemption of 3,000 Dollars. The ex-plenipos were not treated in a courteous manner,—unless Chinese friendship is like Paddy's regard—who "for love 'll knock you down,"—Sir Gordon Bremer got knocked down and was stripped, naked; when he returned to Macao he landed in a Guernsey Frock and a pair of Cotton drawers. Lord A Beauclerk also reached Macao after "perils by sea and land"—the trio may thank their stars that they were not like Lieut. Douglas, caged and dawk'd to Canton.

European Intelligence.

The price of Bread Corn in a Free Trade.

What the price of bread corn is likely to be in a free commerce in grain, with the proposed fixed duty of 8s. a quarter, is a question of great interest and importance, on which we shall here offer some observations. It is alleged by some parties favourable to the abolition of the Corn Laws that the enemies of these laws have in general exaggerated the advantages which would arise from free trade. They advise eaution, and would have us to understand that the demon of monopoly has been painted somewhat blacker than he ought to have been, which is not our opinion. According to these authorities, nearly the whole benefit which would be derived from the freedom of the Corn Trade under a fixed duty, would be a greater steadiness of price, with, of course, the valuable concomitants of increased exports. The original author of this theory was, we believe, Mr. Jacob, but it has also been repeatedly urged in the *Edinburgh Review*, and by Mr M'Culloch, both in his valuable *Commercidl Dictionary* and recent pamphlet on the Corn Laws. It has even, we believe, the sanction of the respected name of Lord Fitzwilliam, as well as of a distinguished friend of every brauch of free commerce, Mr. Wolryche Whitmore. Notwithstanding this array of authorities the doctrine seems to us unsound.

For the reputation of it we can have no better subject and materials than Mr. M'Culloch's pamphlet presents. "It has been already seen," says he, "thaf it is impossible to purchase in "any foreign port any considerable quantity of wheat, of the average quality "of that produced in Britain, for less than 35s. a "quarter; and adding to this 10s. for the expense "of importation, 8s. for duty, and 3s. for profit, it is "clear that such wheat cannot be sold in England "under 56s. a quarter, which is only 11¼d. less than "the average price of English wheat during the ten "years ending with 1840." Now the estimated consumption of each individual being a quarter of wheat a year, Mr M'Culloch's theory holds out to every consumer, in so far as mere cost is concerned, the prospect of an annual saving of 11¼d. Ten years' purchase of abolition, in short, will give a clear profit of nine shillings, four-pence, and one halfpenny,—a gain (coming by instalments too) not very likely to warm enthusiasm. If this be true, it is pitiable;—ninety-nine free traders out of a hundred have been grossly mistaken, and, like Don Quixote in his madness, mistaking a shadow for a giant.

In the Appendix to Mr M'Culloch' pamphlet there are two hypothetical accounts, showidg the cost of importing wheat into England. The first of these is a document printed by order of the House of Commons, and dated in 1827, and the second one furnished to the author by "An eminent Corn Factor." Let these be analyzed, and the mistaken premises and eroneous will be made palpable enough. Both accounts are founded on the price of the corn of Dantzig, just as if the price and qualities of wheat which are inclued in our official corn returns, with it is that the comparison is avowedly instituted.

Now the reader will be a good deal surprised to hear that there is not the least ground for all this; not, indeed, the shadow of a foundation. Let him consult any English Price Current, and he will find our assertion fully borne out. For example, let him examine the London Price Current given in Mr. M'Culloch's own Dictionary, at p. 424, and which is dated October 7, 1833. He will there find, and he will do the same in an other authentic Price Current whatever, that the highest quality of wheat in the English market is that of Dantzig, the average value of all the qualities of which is 3s. ld. per quarter higher, not only than the average of British wheats, but than that of all the qualities of the very first-rate English wheats, viz., those of Essex, Kent, and Suffolk. But the standard for the prices of English wheats, and with which the foreign should be compared, are not the first qualities of wheat, but the wheats of the United Kingdom, including Scots and Irish as well as English.* The result of such a comparison shows that all foreign wheats are more valuable than all British and Irish by upwards of 5 per cent.

Mr. M'Culloch, and those who agree in his theor knowing that corn is cheaper at Hamburgh, Amsterdam, Rotterdam and even Antwerp, than at Dantzig endeavour to show that the average qualities of the different corns brought to those markets is much inferior to that of English corn, which, however, always means British and Irish corn, and that Dantzig corn alone is a fit subject of comparison. The extravagance of this assertion is easily shown. The low price of wheats in the markets of Hamburgh and Amsterdam is charged to the inferior quality of the wheats brought to them from Holstein, Hanover, Zealand, and Brabant. In so far as concerns the comparision with Dantzig this is correct, but in so far as concerns the English market it is untrue. We go to Mr. M'Culloch's Price Current again, and there we find the Hamburgh wheat, which he condemns as "coarse and damp," and depressing the average of the markets of that place, quoted at the average of 54s. the quarter, which is higher than any British wheat, except white Essex and Kent, and 7s. per quarter, or near 15 per cent, higher than Irish wheat, of which, in the very year of his quotation, there were imported into England no less than 844,211 quarters being between a fourteenth and a fifteenth part of our whole consumption, according to this author's own estimate. He himself, too, shall pronounce on the quality of this Irish importation. "A large proportion of the wheat," says the pamphlet, "is very inferior, and when brought to Liverpool and other English "markets, fetches a comparatively low price, and "cannot, in fact, be used till it be mixed with fine "English or foreign wheat."

But let us not trust wholly to the accuracy of Mr. M'Culloch's Price Current. We have by us a London Price Current of the 4th of May last, and here we find that Holstein wheat, described by Mr. M'Culloch as "coarse and damp," quoted at from 51s. to 57s., which puts it on alevel with some Norfolk wheats, and even with some quotations of Essex and Kent, while it makes it exceed the average price of all British wheats by at least four per cent.

In short, to quote Dantzig wheat to illustrate the cost of importing all foreign wheats, is a mistake of the same nature as if a man were to quote Sea Island cotton for the average of *all* cottons, or Mocha coffee for the average of all coffees. There is not, indeed, in the wheats consumed in this country the same range of qualities as in cotton and coffee, but still it is considerable, for between the lowest Irish and the highest Dantzig the differenee is very nearly 40 per cent.

Let us proceed, however, with our examination of Mr. M'Culloch's two accounts. In the first in order of these, the prime cost of the wheat is made 30s. per quarter, and in the second, brought forward to corroborate it, 40s., a difference of above 33 per cent., the last account, that of the "Eminent Corn Factor," having assumed for its standard the very highest quality of Dantzig wheat, or "fine high mixed," which is just the same thing as if a man were to insist that the highest quality of Kent and Essex wheat, worth 67s. per quarter, was the average price of every kind of British wheat, while there was in the market inferior Kent and Essex wheats worth no more than 51s., Northumbrian and Scots worth but 50s., and Irish worth no more than 46s.

The next item in the accounts is freight, which, in the first statement, is given at about 5s. 3½d., and in the last 3s. 3d., with an observation, however, that the customary freight is 4s. 6d. Any one of these charges is exorbitant in a voyage which may be repeated in very cheaply found vessels, four or five times a year, and the highest of them is equal at this moment to that of dead weight in a voyage of four or five months from the most distant ports of India.

After freight, and an item for insurance against sea risk, we have a series of charges which seem to us to have no more to do with corn imported from Dantzig than with corn imported from Berwick or Waterford, such as "Metage "Lighterage and landing;" "Granary rent and insurance against fire;" "Turning and trimming;"† "Seller's metage ex granary;" "Delivery from granary;" Commission or factorage on sale;" and *Del Credere*. In the "Eminent Corn Factor's" account, these different charges enhance the price by upwards of 3s. 9d. a quarter, and after making allowances for waste and profit, and adding the proposed duty of 8s., it would seem to be concluded by the author of the pamphlet that the corn, in this instance, could not be sold under some sixty-three or sixty-four shillings a quarter, which, it appears to us, errs considerably on the side of proving too much. His own statement, taken from the Parliamentary Papers, is 7s. per quarter less.

A few of the charges in these accounts are obviously enough trumped up to make out a case to assuage the apprehensions of the Monopolists, but by far the most considerable belong naturally and necessarily to a branch of commerce at once hazardous, occasional, and fortuitous. In the present state of the law the demand for corn is always sudden and unexpected; capital to buy it must be withdrawn from some regular channel of employment—the same thing must be done with the shipping to convey it. The merchant must beat about through Europe for a supply, and this at the moment when he is least likely to find it either cheaply or easily. He must do this, cash in hand, for there is little export of British merchandize to the corn-growing countries—the Corn Laws having made this impossible to any considerable extent; nor, indeed, over the growth of a day. The result is, that the ship that goes for corn goes for it in ballast, and the whole freight and charges must be borne by the corn, while the merchant who engages in the speculation must place his whole charges and profit on the homeward voyage. As an example, we see that what is called, in the accounts we have quoted, "Imaginary profit" is estimated at 10 per cent. Now if the trade were a regular one, the capitalist engaged in the corn trade to any part of the Baltic would turn his capital over at least four times a year; and we may say with confidence that such a rate of profit as 40 per cent per annum could not exist under such circumstances, and the same thing may be said of the freights, &c.

In a regular and established branch of commerce there is, in most cases, a fair and equal exchange of the produce and manufactures of the two countries carrying it on, and the merchant who enters into it divides his charges and profits between the outward and return cargo. Indeed, as we have formerly observed, merchants are commonly satisfied to make their profit on the outward investment, and in respect to the homeward, to rest contented with a safe and speedy remittance of their funds.

We may refer for illustration to most branches of our own foreign and colonial trade, as the American and the Indian. The English merchant exports British manufactures to the United States, and receives his remittance in cotton wool. Hence the manufactures of Manchester are nearly as cheap in New York as in London, and the cotton of New Orleans as cheap in Liverpool as in New York. Many goods are, in a trade carried on in this manner, sent as dead weight or ballast, and hence the salt of Cheshire, which ballasts the cotton ships on their return, is, duty excepted, as cheap at New York, or New Orleans, as in London. Peculiar circumstances may, indeed, give rise to an exception, as in the case of the London coal trade, but here the very exception proves the rule. The fuel of at least two millions of people is brought sea-ways by a voyage of some 400 miles, and it is impossible that the narrow locality of the coal districts should take goods or produce to the value and bulk of what they furnish. Hence the freights, other charges, and profits of the adventure are, for the most part, laid on the coal, and the result is, that Newcastle and other coals are dearer in London than at New York, or at Athens or Constantinople. What necessity does in the case of coals, an iniquitous law does in the case of the corn trade.

The attempt, then, to predict what the price of corn will be in a free trade, from facts drawn from the condition of such a precarious and fortuitous commerce in corn as that of England, even if the data were accurate, is delusive, while there is not a tittle of evidence to support the fanciful notion that the wheat of Dantzig is of the same value only as all British wheat, and that all the other wheats which find their way into the markets of London, Hamburgh, and Amsterdam, are so inferior in quality to English, Scots, and Irish wheats, as to be unfit subjects for comparison.

In a free corn trade, then, nothing can be more probable than that the price of corn in the great trading ports of England will be nearly the same, on an average of years, as in the long-established markets of the continent, such as Hamburgh and Amsterdam. It is so in the case of every other staple of commerce where fiscal laws make no distinction, as in the example of tea, foreign coffee, foreign sugar, tallow, cotton wool, raw silk, and other commodities. If any difference exist it will assuredly be in favour of England, as it already is (the extent of re-exportation in every one of them proves it) in all the above-named articles, and this owing to all-sufficient causes,—to our larger capital, the superior enterprise of our merchants, the superior activity and skill of our navigation, our greater local consumption, and the greater value, variety, and cheapness, of the merchandise which we have to offer in exchange for corn, a most active and efficient agent in cheapening whatever we receive in payment.

According to a consular return, the average price of wheat at Dantzig for the ten years ending with 1831, was 35s. 5d., the lowest price having been 23s. 8d. in 1824, when we ourselves imported very little wheat, and the highest 50s. 2d. in 1831, when we imported above two millions of quarters, equal to one-sixth part of our computed consumption. But Dantzig wheat is superior to the average of British wheats by about 14 per cent, which is generally a difference about 7s. 6d. per quarter. The comparative price of Dantzig wheat, then, is only about 28s.

The average price of wheat at Hamburgh in the same ten years was 26s. 6½d. This is a great emporium for the wheats of the Baltic, including those brought from Dantzig and Stettin, as well as of the wheats of Denmark, Holstein, Hanover, and Mecklenburgh, not one of which is inferior in quality to the average of British Act of Parliament wheats. The lowest price of wheat at Hamburgh was in 1826, when it was but 18s. 4d., and the highest in 1831, the year of scarcity and large importation with ourselves.

The average price of wheat grown within the consulship of Amsterdam in the same ten years was 31s. 4½d., the lowest price having been in 1824, when it was but 20s. 4d., and the highest in 1829, when it was 46s. 10d. The average, indeed, of this last year and of the two following was nearly double that of the abundant years 1823, 1824, and 1825. This amount of evil was in reality, brought upon the people of Holland by our own Corn Laws, for in the years of plenty we imported next to nothing, and in the three years of scarcity ending with 1831, upwards of five millions three hundred thousand quarters. Little corn is grown in Holland, but abundance of more suitable agricultural produce, and consequently the market of Amsterdam is supplied with corn from Dantzig, Stettin, Hamburgh, and other ports nearer than itself to the producing countries, and this in the ordinary course of a regular and established commerce, in which Holland gives in exchange her agricultural produce (such as butter and cheese) and geneva, fish, and the productions of her colonies.

In a free trade, the price of wheat with us would probably not much exceed that of Amsterdam, in round numbers, 31s. per quarter, but is much more likely to approach that of Hamburgh, which is itself such a depôt as London would be likely to become. If we take the average of a series of years in round numbers at 28s. a quarter, and adding to this the 8s., proposed duty, into the nature and character of which we shall take another opportunity of inquiring, the wholesale price will be 36s., being just one pound lower than Mr. M'Culloch's estimate and within three farthings of a guinea less than what we have been paying for our bread corn on the average of the last ten years. To say nothing, then, of increase of commerce, increase of revenue, or gain on other grains, a free trade in wheat will be a gain to the nation, on a computed consumption of 14,000,000 quarters, of upwards of the same number of pounds sterling.

But it is asserted, that if England had a free trade in corn, the corn-growing countries are of such limited capacity, that they would not meet the increased demand, and an extraordinary and permanent rise of price would be the result. We confess we are greatly surprised to find men who have thought and written ably on commercial subjects giving countenance to a doctrinee to a doctrine as fanciful and preposterous. The history of every staple article of commerce may be safely adduced as giving a flat contradiction to it. It is only necessary to refer to the history of cotton, sugar, coffee, and tea, in every one of which increased consumption has been accompanied by reduction of price, even the last-named article, the produce of a single country, and that one of the most populous in the world, not excepted. Coffee, for example, was hardly known to our ancestors, while its production was confined to a single country, and its price exorbitant. Two hundred thousand tons of this article are now consumed by men of the European race, and its production extended to almost every country of tropical Asia and America, its average price, where there is no monopoly, not being one-half what it was 50 years ago.

Our theorists assure us that in ordinary years Dantzig exports but two hundred and eighty thousand quarters, and Hamburgh but two hundred and fifty thousand, and they forthwith conclude that all the temperate regions of the wide world will be incapable of furnishing an extra supply to our little islands. They seem to forget that, even on an emergency, at least twenty countries of Europe and America furnish us with a supply, and that, wholly unprepared, and under circumstances the most inconvenient to themselves, they furnished us, in 1839, with wheat and flour equal to above 2,800,000 quarters, which is more than five times the reputed exports of Dantzig and Antwerp, whilst last year they were not exhausted, but supplied us with upwards of 2,00,000 quarters, or above four times the exports of the ports in question. Such acts as these expose the pitiable quality of the raw material from which these cobweb theories are spun. We conclude, then, by saying, that it will be time enough to be alarmed about supply and price when all the temperate regions of the earth are as densely peopled as England and as incapable as we are of exporting corn.

* "A corn or grain, the produce of the United Kingdom, shall be deemed and taken to be British corn for the purposes of this Act."—*Abstract of the Corn Law Act in Mr. M'Culloch's Dictionary.*

† We recommend this item of a corn account to the special study of certain Members, and would-be Members, of the new Parliament.

Salvage and Collisions.

In the Admiralty Court, yesterday, was tried an action for a remuneration for salvage services alleged to have been rendered by the vivid steam vessel, of 400 tons and 180 horse power, from London to Hull, to the Aurora, a collier of 218 tons, which on her voyage from Sunderland laden with coals for London, on the 20th February, came in collision with the Vivid off Cromer, sustaining considerable damage. Assistance was rendered by the Vivid, which towed the Aurora into Hull in about twelve hours after. The answer to the action on the part of the owners of the Aurora was, that the Vivid was the vessel solely in fault in the collision; that the Aurora, a heavily laden vessel, was close hauled, sailing at the rate of two knots an hour, and acted in conformity with the rules of the Trinity House; whereas the Vivid, a large steamer, going at the rate of 11 knots an hour, recklessly, with sails set in a hazy night, in a place where many colliers and traders were passing, as a sailing vessel (having the wind free) or as a steamer, ought to have given way, and avoided the accident. The questions, however, put forth in this case were entirely of a nautical character, and the Court was assisted by two Trinity Masters, Captains Lock and Fitzroy. Dr. Lushington put it to the Trinity Masters to say, first, whether or no the damage done by the collision lay exclusively at the door of the Vivid, or whether both vessels were equally to blame.—These gentlemen stated, that the case appeared to them, as practical seamen, to be perfectly simple; that the collision and consequent damage were caused entirely and solely by the Vivid, and that the Aurora was not in the least to blame. The collision had probably arisen, in their opinion, from the man on the look-out misunderstanding the orders of the Trinity House. Seeing a vessel approaching, he called out to the man at the helm to "port," without thinking whether it was a steam-vessel, the Trinity House order under which he acted, relating to cases where both vessels were steamers. The Aurora pursued her course, and did nothing, which was perfectly proper, since, had she acted otherwise, the damage might have been greater, and she would have been to blame. They further expressed an opinion, that for a steam-vessel to run at the rate of eleven knots an hour at night, during a fog, and in a part of the coast much frequented by deeply-laden trading vessels, was not pardonable; that it was attended with a degree of risk which ought not to be incurred: Dr. Lushington pronounced against the claim for salvage, with costs.—(*Times.*)

A new cure for the Toothache.

Captain Ackerly, a gentleman whose eccentricities have frequently brought him into trouble, was charged yesterday, at Marlborough-street office, with having assaulted one of the servants of the Junior United service Club, while attempting to force his way into the club-house. As soon as Capt. Ackerly entered the office, he produced a tin lanthorn, which he declared was a sovereign remedy for the tooth ache. To give a practical proof of its efficacy, the gallant Captain ignited a piece of taper in the lanthorn, and then, holding the lanthorn under his nose, threw his white pocket handkerchief over his head, in order, as he said, "to excite the secretions."—A number of the members of the club attended to hear the charge against the Captain. One of the porters belonging to the club said he had been instructed by the committee to refuse entrance to Capt. Ackerly, who had been expelled. Capt. Ackerly, however, came that morning, and, though told of the orders to exclude him he persisted in trying to force his way, and struck complainant several times.—Capt. Ackerly wished to have the names of the committee who had given the orders not to admit him.

Blackballing an Earl.

The relative numbers on which we founded the remarks on the result of the ballot for Lord Cardigan's admission to the Senior United Service Club, were taken from the *Chronicle*. The following letter to the Editor, and the appended remarks, appear to-day in the columns of our respected contemporary; and we hasten to transfer it to our own, as we adopted the erroneous statement:—

"TO THE EDITOR OF THE CHRONICLE.

"Sir—Your wilful misrepresentation respecting the result of the ballot for Lord Cardigan at this Club is not to be wondered at; but if the *soi-disant* general officer who corroborates the falsehood you promulgate is really a British officer, he ought to be ashamed of himself. Instead of 166 black balls and only 28 white ones, the numbers were 166 white balls and 28 black balls. From your observation, as to the gathering of Tories in favour of Lord Cardigan, you know little of the army if you imagine that politics influence British officers in the selection of their associates. If you have any candour you will insert this letter.

"United Service Club, July 8. "Verax."

"NOTE OF THE EDITOR.—We hasten to insert the above letter, and also to apologise to the Earl of Cardigan for what 'Verax' terms a wilful misrepresentation, but which we assure him was a blunder of the corrector of the press, who stupidly altered the statemen as it was in the manuscript viz., 28 *black* balls, and 166 *white*. There is a most material distinction between 166 black balls to 28 white, and 28 black balls to 166 white. To be black-balled by 28 is sufficiently mortifying and what, perhaps, never before happened in the Senior United Service Club. Whatever we may think of the Earl of Cardigan, we trust that no one who knows us would think we would descend to a wilful misstatement to injure him. As, however, we have unintentionally injured him, we have no hesitation in making this apology to his lordship."

The effect of the ballot on his lordship's application for admission to the Club is, however, the same as though the numbers actually had been as first stated. —Globe.

The *Sussex Advertiser* says that the Tories sought to force to the poll an old man, between seventy and eighty years of age, who is insane. His relatives resisted; and the house was a scene of tumult for half an hour. The excitement so exasperated his malady, that his half has since been despaired of. Among the advertisements in the same paper, is one from a brewer asking employment, as he had been discharged from his late situation for giving a vote to the Liberal candidates.—Observer.

Shipping in the Harbour.

Names.	*Agents.*	*From.*	*To Sail.*
Str. Cleopatra	Supt. Indian Navy.....	Suez.	1st Oct.
Iron Str. Ariadne..	Ditto....do.....do.....	China	few days.
Iron Str. Medusa..	Ditto....do.....do.....	China	few days.
Lady Feversham..	Dirom Carter& Co.	London ..	Despatch.
Morley	Dirom carter &co.....	London ...	25th inst.
Repulse.....	Forbes & Co.....	London....	Despatch.
Mary.....	B. & A. Hormusjee & co.	London ...	Despatch.
Herculaneum	Syers, Livingston & co..	Liverpool	Despatch.
Calcutta.....	Ritchie, Steuart & Co. ..	Liverpool	28th inst.
Eleanor.....	Macvicar Burn & Co....	Liverpool	1st. prox.
Duchess of Argyll..	Eglinton, Maclean & Co.	Liverpool	Despatch.
Athol.....	Skinner & Co.....	Liverpool	Despatch.
Madonna.....	Dirom, Carter & Co	Liverpool	Despatch.
Thalia.....	McG., Browarigg & Co.	Liverpool	Despatch.
Copeland	Syers, Livingston & co..	Liverpool	1st prox.
Majestic.....	G. S. King.....	Liverpool	20th prox.
Ann Martin.....	W. Nicol & Co.....	Clyde	Despatch.
Hannah Kerr	Ritchie, Steuart & Co. ...	China	In October
Sir H. Compton..	Aga M Rahim	China	Despatch.
Isabella.....	Forbes & Co.....	China	Despatch.
Ardaseer.....	C. Cowasjee & Co.....	Macao. ..	To-morrow
Westmoreland	W. Nicol & Co.....	Singapore	To-morrow
Sterling.....	Higginson and Cardwell.	Calcutta ..	immediately
Charles Forbes....	Hormusjee Bhiccajee	.....	
Royal Saxon.....	B. & A. Hormusjee & co.	.....	
Castle Huntly	C. Cowasjee & Co.....	.....	
Ann.....	Foster & Co.....	.....	
Samuel.....	Skinner & co.....	.....	
Augusta.....	C. Cowasjee& Co..	.....	
Margaret.....	.....	.....	

H. C. Vessels.—Receiving Ship Hastings; Steamers Ariadne, Medusa, Zenobia, Auckland, Cleopatra, Indus, and Berenice; Brigs Taptee and Tigris, Schooners Royal Tiger, and Margaret; Surveying Tenders, Cardiva and Maldiva.

Yacht Prince Regent.

Country Vessels.—Jane, Fazul Rahimon, Alliance, Hannah, Lord Castle, Rangoon, Petamber Savoy, Fannay, Lodease, Humanshaw, Dudley, Faze cardree, Dowlut Pursand, Futtel Currim, Brameer, Fati Rayman.

Portuguese—Brig of War Cassadore Affricano.

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